

Connections

September 2007

Tragedy Draws Attention to Missouri's Bridge Improvement Needs

by Kristi Jamison

During the evening rush hour on Au the unthinkable happened. The Inter 35W bridge that carries both northbo and southbound traffic over the Miss pi River in Minneapolis collapsed. N 100 people were injured and 13 fatal have been confirmed.

A bridge collapse such as this is ever partment of Transportation's worst n mare. And although the event happe Minnesota, it quickly turned the nat attention to bridges in every state.

MoDOT immediately offered engineering assistance to the Minnesota Department of Transportation and began working with the Federal Highway Administration on possible causes.

At Gov. Matt Blunt's request, MoDOT also immediately began identifying state bridges similar in design to the deck arch truss bridge that collapsed in Minnesota. Of the 10,240 bridges MoDOT owns and maintains, 14 were found to be similar.



The Hurricane Deck Bridge on Route 5 in Camden County most closely resembles the one that collapsed in Minnesota.

Each bridge is being thoroughly examined by engineers using a Snoop truck – a large truck with a huge mechanical arm and platform that carries inspectors over and under the bridge. The inspections will be complete in early September.

“We want to assure travelers in Missouri that our bridges are safe,” said MoDOT Director Pete Rahn. “We routinely inspect

state bridges every other year – more often if necessary. These inspections are strictly precautionary following the terrible tragedy in Minneapolis. We just don't want to take any chances.”

In the midst of this tragic bridge collapse, there has been a very important, positive outcome. It is bringing transportation needs into the limelight. Many tough decisions on

transportation financing lie ahead, not only in Missouri, but also across the nation.

One of Missouri's most immediate transportation funding issue lies with its Safe & Sound program. MoDOT announced the innovative program last summer, long before the tragic bridge collapse.

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Winters Retires After 26 Years as Commission Secretary

by Sally Oxenhandler

She has been called the heart and soul of MoDOT. But after more than 37 years with the department – 26 years as secretary to the Missouri Highways and Transportation Commission – Mari Ann Winters decided to retire Sept. 1.

Winters started work with MoDOT on Feb. 9, 1970 as a senior stenographer in the Maintenance and Traffic Division. But her first brush with MoDOT came when she was a high school student working in her uncle's small grocery store in Eolia. Winters tells the heartfelt story this way:

“Every day, two of the maintenance workers who worked at the Eolia maintenance building stopped at the store and called

their wives to see if they needed any groceries before they went home. Not only did they talk kindly to their wives, as they visited they were also very dedicated and positive about their jobs. In Eolia, we took pride in the fact that our maintenance guys cleared the roads and did a better job than the guys assigned to the next maintenance building. We rarely missed school because of snow because ‘our guys’ made sure the roads were clear.

When I moved to Jefferson City and saw this building with State Highway Department on it, I knew it was where I wanted to work. To my good fortune the Maintenance and Traffic Division needed someone.

When I was asked my salary expectation, I had said \$350 per month. The office manager said that would be at the top of the stenographer bracket, and he did not like to start people at the top of a bracket. So he started me at the bottom of the senior stenographer bracket at a whopping \$409 a month. Wow, was I excited!

I recall very excitedly reporting back to my family that the people at the top of the department were just as nice and hard working and of good character as those at the local maintenance building.”

After serving in positions with Maintenance and Traffic, Human Resources, the Credit Union and the Chief Engineer's office, Winters became commission secretary in 1981. During her tenure, she organized 350 commission meetings, worked with 33 commissioners and served with seven chief engineers and directors. She also saw the commission become a more

diverse entity with the appointment of the first female and first minority commissioners. Winters is credited with encouraging the commission to be more accessible to the public by holding commission meetings outside of Jefferson City and encouraging community presentations.

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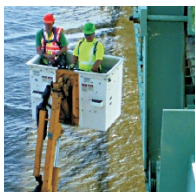
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The program aims to improve 800 of Missouri’s worst bridges by 2012 and keep them in good shape for 25 years.

Unfortunately, the selection of a contractor team was delayed this summer when the law requiring a performance bond on construction projects was not amended before the end of the legislative session. However, Gov. Matt Blunt called for a special session in August to fast track Safe & Sound, among other issues.

“We have been working with transportation officials since last year to make Missouri bridges safer and sounder and the tragedy in Minnesota certainly illustrates the importance of our work,” Blunt said. “Now we need to clear this final hurdle in a special session to implement the Safe and Sound program to make Missouri’s transportation infrastructure even stronger.

If passed, the legislative change would allow contractors to access the bonds needed for the projects and help protect the taxpayer by ensuring the contractors complete the work. Without this change, the program will not move forward.

If the amendment is approved, MoDOT anticipates work will begin in the spring.

Winters Retires
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“There are a lot of people who make MoDOT great, but in my mind, there is one person who is the heart and soul of our organization, and that is Mari Ann Winters,” Commission Chairman Jim Anderson said. “You talk about someone you respect, and that is Mari Ann Winters.”

Winters said she is looking forward to spending more time with her family. She and her husband, Everett, have a son and daughter and six grandchildren. She is also an active member of Mount Olive Baptist Church.

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“I have been truly blessed to have worked for such a tremendous organization,” Winters said. “This has been a super place to work. I’ve enjoyed every minute of it.”

Show Me You Care

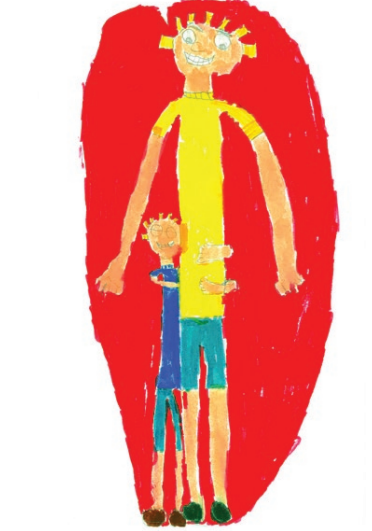
by Kristi Jamison

Winston Churchill, one of the world’s most influential leaders, left us with a profound piece of advice: “We make a living by what we get; we make a life by what we give.”

In the month of October, we will have an opportunity right here at work to make a life – or even several lives – better by what we give through the annual Missouri State Employees Charitable Campaign.

The theme of the 2008 campaign is “Show Me You Care,” and Missouri state employees have done just that, giving more than \$2.1 million through the campaign in the past two years alone.

MoDOT has been the second largest donor agency in that time period. In 2007, MoDOT employees gave \$137,432 to charities – a 17 percent increase over 2006; and there was nearly



a 7 percent increase in the number of us who contributed to the campaign.

While the statewide MSECC kicked off on Aug. 30, MoDOT’s campaign will run later from Oct. 1 through Oct. 15. At that time, employees can make individual pledges, either a one-time donation or through an easy bi-monthly payroll deduction. Another way to participate is by taking part in one of

The cover design for the 2008 campaign (left) was designed by an eight year old named Korey, through a contest to raise funds for CASA of SW Missouri’s “Helping CASA Help Kids” program.

the many interesting fundraising events that are sure to take place in district and division offices. (See the October issue for more details!)

Participating in the Charitable Campaign is totally up to you, but it is a great way to show others how much you care. Any amount, no matter how big or small, will go a long way toward helping people who are less fortunate than you.

Look for pledge forms around Oct. 1. For more information, including a list of charitable organizations, go to www.msecc.mo.gov/ or contact MoDOT’s MSECC coordinators Stacy Kaiser at 573-751-5952 and Heather Arens at 573-526-4134.

With SIDNEs Help, Coalition Works to Decrease Impaired Driving

by Melissa Black

Everyone is safer on Missouri roadways when drivers can be convinced not to drink and drive. Two new SIDNEs, or Simulated Impaired DrivⁱNg Experience vehicles, were recently purchased by the Missouri Coalition for

Roadway Safety to help educate drivers and/or soon to be drivers on the effects that alcohol or other drugs can have on a person’s ability to drive.

SIDNE is a battery-powered vehicle that simulates the effects of impairment from alcohol or other drugs on a motorist’s driving skills. SIDNE operates in two modes. In normal mode, the vehicle’s steering, braking and acceleration respond appropriately. In impaired mode, the vehicle reacts with delayed steering, braking and

acceleration, simulating the effects of a vehicle being driven by an impaired driver. The top speed for the SIDNE is 8 mph.

“SIDNEs are really an effective hands-on tool for law enforcement officers across the state to educate new and potential drivers about the dangers of driving impaired,” said Lieutenant John Hotz, a public information official with the Missouri State Highway Patrol.

With the recent purchase of the new SIDNEs, five coalition members were trained on the basic operation and upkeep for the SIDNE as well as how to effectively use them with school audiences. One of the five trainees was Highway Safety Youth Coordinator Adrian Hendricks.

Missouri now has four SIDNES located in different areas around the state including the northwest, St. Louis, central and southwest areas.



The SIDNE vehicle provides a controlled atmosphere to teach teenagers how drugs and alcohol impair a person’s ability to drive.

Missouri Cracks Down on Unbelted Motorists

by Laura Holloway

Thousands more motorists may now think twice about buckling up, thanks to recent law enforcement efforts in Missouri’s Click It or Ticket campaign.

The Missouri State Highway Patrol and 146 other participating Missouri law enforcement agencies took part in the nationwide campaign in an effort to increase safety belt use across the state.

Missouri law enforcement officers issued 6,245 speeding tickets and 4,028

safety restraint citations. Law enforcement officers also made 73 arrests for drunk driving and 20 felony arrests.

“Seat belts are a motorist’s best defense in a crash, and this campaign helps ensure more Missourians arrive alive,” said Leanna Depue, chair of the executive committee for the Missouri Coalition for Roadway Safety.

MoDOT’s Highway Safety Division, in cooperation with the National Highway



enforcement component of the campaign ran from May 21 – June 3. Educational

Traffic Safety Administration and the Missouri Safety Center, awarded grants to local law enforcement agencies to assist in this national effort. The en-

forcement component of the campaign ran from May 21 – June 3. Educational

efforts of the campaign, including paid advertising, ran May 13-27. Click it or Ticket immediately followed the Buckle Up in Your Truck campaign, designed to encourage motorists in pickup trucks to wear their seat belt.

A combination of law enforcement efforts and advertising has been shown to change behavior, encouraging more motorists to buckle up.

Commission Approves New Transportation Program for 2008-2012

Plan Shows Looming Drop in Funding

by Sue Cox

Each year, MoDOT promises Missourians that specific transportation projects will be built in the near future. These promises are spelled out in the five-year Statewide Transportation Improvement Program. So there's a consistent and constant road map for all Missourians to see how their transportation money is being spent, the five-year program is updated each year. As one year of work is completed, a new fifth year is added.

"No matter where we work in the state," said Transportation Planning Director Machel Watkins, whose Jefferson City office is responsible for putting together the transportation program, "our guide for the work we'll do on Missouri's transportation system is the STIP."

So when the Missouri Highways and Transportation Commission approved a new construction program in July, it set in motion all that leads to delivering the promises. But the new five-year program also shows that spending for Missouri's roads and bridges will plummet in fiscal year 2010, which begins July 1, 2009.

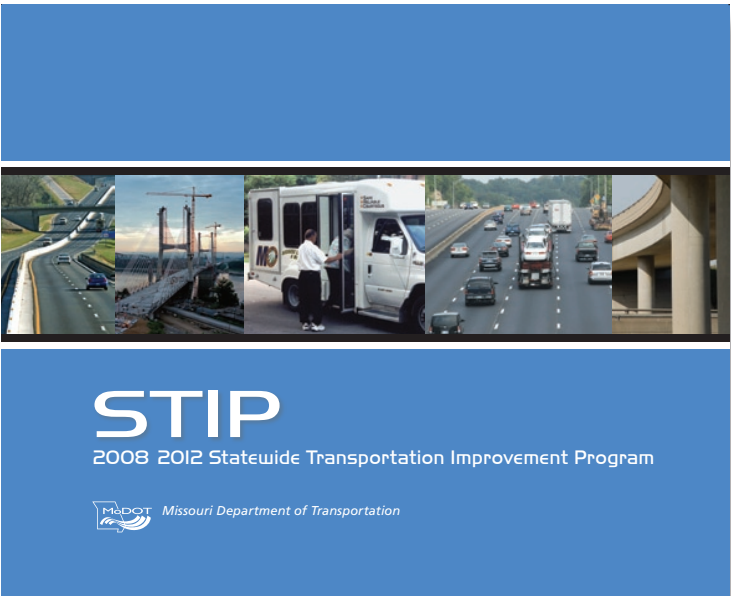
"We'll go from a construction program totaling \$1.23 billion in 2008 to an annual program of \$569 million beginning in 2010," MoDOT Director Pete Rahn said. "During the first half of the

STIP, about \$1 billion of Amendment 3 major projects will be delivered. However, as Amendment 3 bond proceeds run out, the last half of the STIP shifts primarily to a maintenance program with some safety projects and limited major project work."

The new STIP identifies all transportation projects planned by state and regional planning agencies for fiscal years 2008 through 2012 (July 1, 2007-June 30, 2012). It reflects a large amount of highway construction in 2008, primarily due to additional funding from Amendment 3. However, stagnant state fuel taxes, lagging federal revenue and increasing construction, maintenance and fuel costs will cause highway funding to fall off a cliff in 2010.

This 2008-2012 highway construction program includes more than 770 highway and bridge projects, as well as funding for aviation, railroads, waterways and public transportation. The STIP totals approximately \$6.5 billion over the five-year period. It includes \$5.06 billion for highway and bridge projects, \$760 million for other modes of transportation and \$700 million for city and county transportation programs.

An important element of MoDOT's transportation program's development is the extent of local involvement. "We're very interested in the public's input,"



Director Pete Rahn said, "Local communities have had significant influence over how their transportation dollars are spent and which projects will be built first."

"Together with MoDOT's planning partners throughout the state," Watkins added, "the districts have determined their region's highest priority transportation needs and projects."

Rahn said the new program has three goals: 1) to finish planned road and bridge projects as promised, 2) improve the condition of major roads, and 3)

repair or replace more than 800 bridges statewide. But, he said, it would be a major setback to see the vast improvements made to Missouri's highways in recent years deteriorate because of a lack of future funding.

Two recent national reports cited Missouri's gains in highway conditions, while keeping administrative and project costs low. However, both reports also point out an \$18 billion gap in funding over the next 20 years and the need for additional funding.

A complete list or maps of the projects are available on the Web site at www.modot.org.

High School Students Challenged to Buckle Up

by Laura Holloway

The Battle of the Belt challenge for 2007 is coming soon!

The popular high school seat belt challenge will run Sept. 6 – Dec. 31, and is sponsored by the Missouri Coalition for Roadway Safety and American Family Insurance.

Several changes will occur this year to expand the program and encourage more teens to buckle up.

In 2006, more than 100 schools participated in the program's surprise seat belt checks, followed by an education campaign and an additional surprise seat belt check.

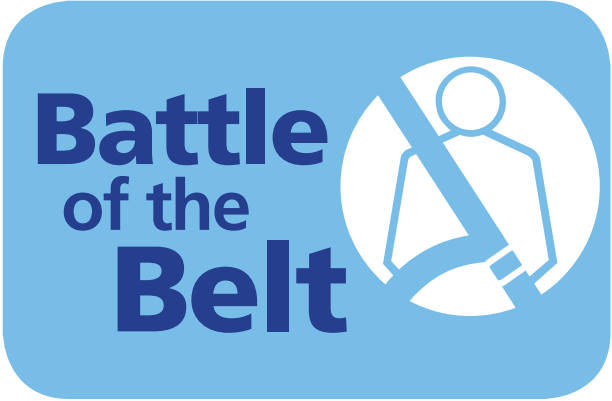
In 2007, the seat belt checks and education campaign continue, but each school will have two additional options to participate in the challenge. Students have the option to submit a video of a 30-second television spot, or a storyboard for a 30-second television spot encouraging teens to buckle up.

Participating schools may choose to participate in one, two, or all three components of the program. Prizes will be awarded for each component, so a school has the potential to win all three.

"Battle of the Belt is a fun challenge with Missouri teens that can save lives," said Leanna Depue, chair of the Missouri Coalition for Roadway Safety's executive committee. "We're excited to

expand the program and see even more schools take the challenge."

For more information on Battle of the Belt and to view the 2007 program resource kit, visit www.saveMOLives.com.



Five Things You Can Tell Your Neighbors About . . .

Where MoDOT's Funding Comes From

by Jeff Briggs

At more than \$2 billion a year, MoDOT's annual budget is one of the largest in state government. But with more than 32,000 miles of roads and bridges to take care of, as well as other transportation modes to support, every penny is needed.

Where does the money come from? The department's funding is generated almost entirely from "highway user fees" – what motorists pay when they're actually using the highways. We don't get general sales tax or income tax dollars like many other state agencies.

Here are the specifics:

1. Federal fuel taxes provide most of the money for our construction program. Every gallon of gas includes a tax of 18.4 cents – it's 24.4 cents a gallon for diesel fuel. This money is sent to Washington and, through the federal transportation bill that's reauthorized every few years, returns to Missouri and the other states. More than \$800 million a year comes to Missouri through these taxes.

2. The state fuel tax is our biggest source of state funding, providing more than \$500 million a year. The tax is 17 cents for every gallon of fuel sold in Missouri – one of the lowest tax rates in the nation.

3. Most of our other state revenue comes from the sales tax you pay when you buy a vehicle, and the fees you pay for licensing and registering those vehicles. Added up, these amount to about \$500 million a year.

4. The state highway patrol receives some highway user fees as well for its enforcement work, and the department of revenue gets a cut for collecting and administering all these taxes and fees. Also, cities and counties receive a share of these funds to pay for local road improvements.

5. We also get some state and federal funding to support the state's other modes of transportation – passenger rail, ports, public transit and aviation. This is the only portion of the budget that's not funded by highway user fees. But this portion is very small – only about one percent of our overall budget.

Missouri Cracks Down on Impaired Drivers

You Drink & Drive. You Lose.
by Laura Holloway



“You Drink & Drive. You Lose.” is the message of the Missouri Coalition for Roadway Safety’s annual, end-of-summer campaign aimed at stopping impaired drivers.

The statewide campaign began in mid-August with radio advertising about the dangers of impaired driving. Increased enforcement by state and local law enforcement agencies began Aug. 17 and runs through the Labor Day holiday.

“Our message is simple. No matter what you drive – a car, truck, sport utility vehicle or motorcycle – if we catch you driving under the influence of drugs or alcohol, we will arrest you,” said Colonel James F. Keathley, superintendent of the Missouri State Highway Patrol. “We are cracking down to stop impaired driving and keep Missouri’s roads safer.”

Consider these statistics:

- Last year in Missouri 273 people died in 7,968 alcohol-related traffic crashes.
- Last year in Missouri someone was killed or injured every 1.6 hours in an alcohol-related crash.
- Nationally, in 2005, nearly 13,000 people were killed in highway crashes involving a driver or motorcycle operator with an illegal

blood alcohol concentration of .08 or higher – approximately one fatality every 41 minutes.

“If you’re going out and plan to drink, know that law enforcement will be out also and looking for drivers who are impaired,” said Keathley. “It’s not worth the risk.”

Employee Satisfaction Is on the Rise

by Sally Oxenhandler

There’s an old country song by Johnny Paycheck that starts, “Take this job and . . .” well, you probably know the rest.

The good news, according to our most recent employee satisfaction survey, is that two-thirds of MoDOT employees don’t feel that way. Sixty-four percent said they were either satisfied or very satisfied with their jobs. That figure is down just slightly from 67 percent two years ago when the last survey was taken. However, the average job satisfaction rating rose from 3.21 (on a five-point scale) in 2005 to 3.39 in 2007.

“I’m pleased with the progress we’ve made, but we can do better,” said Micki Knudsen, Human Resources director. “I have this lofty goal for every employee to be passionate about their work and to love coming to work every day.”

Unfortunately, there’s not just one strategy that Human Resources can implement to make things better, Knudsen said.

“It takes all of us to get there,” she said. “It’s important for all supervisors to empower their employees to do the best they can, acknowledge and reward good performance and deal with those employees who are hindering productivity.”

About 76 percent of MoDOT employees returned this year’s survey, and 1,600 offered written comments.

“I feel the survey is very important and worthwhile to complete,” said Lynette Happe, executive assistance for Central Office’s Right of Way Division. “If employees are not happy and want change to occur, this a way to voice their opinions to management. On the other hand, I also think that management needs to know when they are doing a good job.”

The average scores on 16 of the 18 components that make up job satisfaction increased over the 2005 findings. The ratings related to employees’ knowledge of the grievance process and fair application of discipline decreased.

“Employees aren’t always aware of all the facts in grievance and discipline situations,” said Knudsen, “so it might seem to them that the process is inconsistent.”

Pay issues continue to be the biggest source of concern to employees. Comments indicated dissatisfaction with lack of within grade increases, poor and high performers being paid the same, limited opportunities for promotion and new employees making as much as more experienced employees.

“We have supported recommendations for the legislature to provide within-grade and performance increases to state employees in addition to cost-of-living increases,” Knudsen said. “Unfortunately, these increases haven’t been included in the annual budget for all state employees, so we have followed suit. However, we have invested more than \$8.7 million in approximately 3,800 employees over the last three fiscal years through

job study, equity and other increases. This is in addition to cost of living and career ladder increases.”

Knudsen also said that efforts to address pay compression at the bottom of the salary grid didn’t produce large-scale improvements. In addition, as employees move to the top of the career ladder, they become frustrated with the lack of additional salary increases.

“Reward and recognition programs, such as Performance Plus and Solutions at Work, have certainly helped, but they don’t impact all employees,” said Knudsen, noting there were significant improvements on the award-related survey questions. The highest scores continue to come on questions that relate to employees taking pride in their work and being safe on the job.

Human Resources staff is still analyzing the survey findings, paying particular attention to the written comments. The final report is due in October.

September Service Anniversaries

40 Years		
Roger L. Steinman	D3	
35 Years		
J. David Logan	D5	
Sammy L. Stephens	D8	
30 Years		
Robert Schwab	CO	
25 Years		
Steven A. Rodgers	D3	
Phillip D. Williams	D3	
Laurence Tichy	D6	
Stephanie Teasley	CO	
20 Years		
Lisa A. Stupps	D4	
Timothy M. Shaw	D6	
Dewayne D. Ligons	D9	
Jesse C. Williams	D9	
Beverly A. Koetting	CO	
Carol A. Ricks	CO	
Brian A. Williams	CO	
15 Years		
John S. Cline	D2	
Joy L. Lawrence	D2	
Connie S. Phipps	D4	
Eric B. Reents	D4	
Fredrico B. Reliford	D4	
Ena M. Hawthorne	D6	

Richard L. Ragar	D6
Jason W. Stewart	D7
Mark E. Winningham	D7
Gary W. Moody	D8
Richard L. Campbell	D9
Robert Bechel	CO
Matthew S. Johnson	CO
Charles McLaughlin	CO
Kimberly J. Tipton	CO
Darryl W. Wilson	CO
10 Years	
James C. Wrenn	D1
Darin D. Dale	D3
Regina Kogen	D4
Troy A. Wilson	D5
David A. Sappington	D7
Gregory E. Buckner	D9
Thomas J. Sullivan	D9
Kenneth V. Thomas	D9
John A. Eastman	CO
Kimberly A. Larimore	CO
Lisa Martin	CO
Raymond A. Murray	CO
Brian C. Weiler	CO
5 Years	
Donald W. Hanson	D1
Timothy L. Hays	D1
Cory C. Byrd	D2
Lewis K. Calvas	D2

Kevin L. Hullet	D2
Deborah K. Carter	D3
Andrew D. Dittmer	D3
Phyllis A. Halley	D3
Brian E. Hof	D4
Nevin H. Lees	D4
Raymond T. Marley	D4
Quentin R. Wuthnow	D4
Charles E. Silvey	D5
Nicholas A. Johnson	D6
Gregory S. Lester	D7
Sara M. Johnson	D9
Craig L. Weiss	D9
Christina L. Brundin	CO
Kimberly Carriger	CO
David J. Hagemeyer	CO
Timothy F. Howerton	CO
Jon Maloney	CO
Robert Mason	CO
Robert D. Needels	CO
Kelly R. Pogulis	CO

In Memoriam

Retirees			
Paul Mahanes	D4	May 23	
Elmer H. Liesemeyer	D6	July 3	
Roger L. Coulson	D1	July 10	

Paul E. Maulin	D8	July 10
Derl C. Schatz	D6	July 10
Alfred E. Koehler	D6	July 11
Weiser, Virgil L.	D5	July 15
Wilson, Albert “Al” J.	CO	July 25

June Retirements

Name	Location	Years of Service
Charles Woods	D2	21
Richard Barrett	D3	39
Fredrick Caldwell	D4	41
Michael Dawson	D4	26
Gary Kueffer	D5	33
Cecil Schlesselmann	D5	22
Janice Gerding	D6	31
Robert Overton	D6	5
Tome Bridgewater	D7	21
Clarence Winans	D7	40
Edward Ambrose	CO	38
Billy Graham	CO	29
Marilyn Budde	CO	22
Philip Morgan	CO	19
Brenda Verhoff	CO	3
Paula Walls	CO	15



Central Office

MoDOT Wins AASHTO's Highest Public Relations Award

by Sally Oxenhandler

MoDOT walked away with the very prestigious Excel award at AASHTO's National Transportation Public Affairs Workshop held Aug. 7-10 in Tacoma, Wash. The award recognized the department's 2007 work zone awareness campaign.

The campaign included many novel components to create awareness for work zone safety, including lighting state landmarks orange, launching the Ken Hoierman public service announcement, promoting the statewide construction map and advertising work zone safety messages via billboards, banners, posters, radio and television.

"The work zone awareness campaign was a team effort, with all districts contributing and participating," said

Community Relations Manager Shane Peck. "It's great for their hard work to be recognized with this award."

A news conference and memorial ceremony at MoDOT Central Office was another campaign highlight. The event involved bathing the building's four columns in orange light in honor of the four MoDOT workers lost in the line of duty in 2006 and lighting luminaries as a tribute to the 124 MoDOT employees killed since 1946.

The Ken Hoierman piece also won a NTPAW award for the best public service announcement. It features Motorist Assist Operator Ken Hoierman, who was tragically killed in a work zone on Aug. 15, 2006 in St. Louis. Just a week before his death, a St. Louis television reporter had interviewed the 11-year MoDOT veteran at the site of an incident he was working. During the interview, Hoierman pleaded with motorists to slow down and watch out for workers. His message was used to

create the PSA that has been aired on radio and television stations throughout the state.

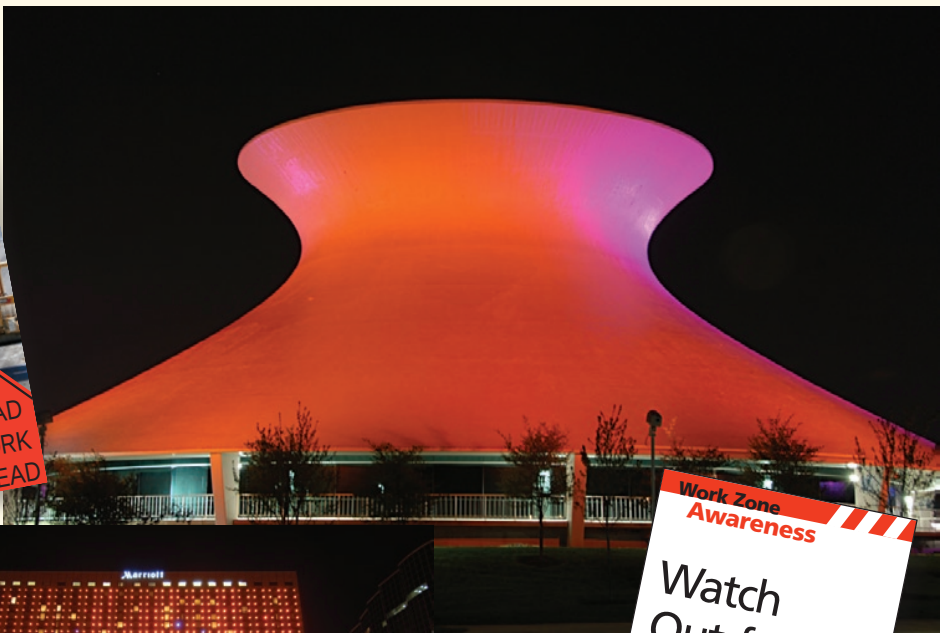
"The courage and support of Ken Hoierman's family, especially his widow Kelly, allowed us to create this incredibly moving and hard-hitting message about work zone safety," said Peck. "We have received tremendous feedback on the powerful impact of this spot. Let's hope it helps prevent other needless deaths."

The Excel award represents AASHTO's highest award for public relations programs and campaigns. The contest is considered the premier competition in the transportation industry, and the awards have become a standard of public relations excellence among state departments of transportation.

To view the Ken Hoierman video, as well as highlights from the 2007 work zone awareness campaign components, visit www.modot.org/workzones/Ken-HoiermanPSA.htm.



MoDOT received an Excel award for its 2007 Workzone Awareness Campaign.



Travel Services Offers Helpful Tips

by Kristi Jamison

Although the busy summer travel season is winding down for most of us, the staff in the Travel Services division doesn't get a break. Making travel arrangements for MoDOT employees keeps staff busy all year around. And this small group of employees knows

just what to do to get you where you need to go from booking hotel rooms, scheduling flights or arranging a MoDOT vehicle.

The Travel Services staff offers several travel tips below to ensure your next business trip goes smoothly.

Travel Tips

Hotel – In State Travel

- Inspect your hotel invoice* for accuracy:
 - No state sales tax
 - Room rate
 - Incidentals
 - Correct credit card number
- Do not give the hotel your personal credit card for incidentals unless you know you will need them.
- Contact Travel Services for arrangements or changes as early as possible.

Hotel – Out of State Travel

- Do not use express check in if the credit card used for express is not the same credit card used for your hotel reservation.
- Inspect your hotel invoice* for accuracy at check out:

- Room rate
- Incidentals
- Correct credit card number

*Don't forget to send your hotel invoice to Travel Services immediately after you have returned.

Airline

- Contact Travel Services 21 days or more in advance for a travel quote if possible.
- Must have a valid identification, and your ticket name must match your identification.
- Check your airline Web site for the following information:
 - Delays or cancellation
 - Luggage weight
 - Number of carry on luggage
 - Approved and disapproved items for your carry on luggage

for more info

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Northwest

Our Cup Runneth Over

by M. Elaine Justus

Since the ground breaking last October, the Route AC (Riverside) extension project in the Northwest District has been a continuing series of engineering challenges. The most recent “opportunity to excel” presented itself as we began the re-design and reconstruction of the intersection on the northernmost portion of the project. We were beginning the initial earthwork when water began appearing. Lots of water. People who were there said it was a veritable “fountain” of water that just wouldn’t

stop, and it was in more than one location. We, of course, were able to get the situation under control.

According to people we have spoken with, this isn’t an unusual situation in Missouri. With all the rivers, streams and aquifers we deal with, it’s rather common. From our 21st century perspective, it may appear to be a “problem,” but for the native Americans who inhabited this area and the Europeans who subsequently settled here, it was a precious commodity and a treasure.

In northern Missouri (basically north of Interstate 70), springs such as the one we struck at Route AC were considered “mineral” springs because of the high concentration of elements and compounds such as silica, iron, manganese, calcium, magnesium, sodium, potassium, carbonates, bicarbonates, sulfates, chlorides and fluorides. Especially treasured were springs that could provide salt. In the early 1700s, settlers relied on the evaporated waters to provide them with that important food source. That’s how Saline county and Boonslick (Boons Lick) got their names. Brine evaporation became less important during the Civil War, when better, cheaper ways of acquiring salt were identified. That’s when entrepreneurs first began to look seriously at our “mineral springs” as healthy. For centuries, Europe and the Orient have talked about the health benefits of “taking the waters.” They believed most bodily ills could be treated by drink-

ing and/or bathing in mineral waters directly from the earth. In the 19th century, waters from different mineral springs were tasted and judged much like we do fine wines now. “Water cures” were considered a legitimate medical treatment. In 1892, there were no less that 83 mineral water localities in 37 Missouri counties, most of which had either a hotel, spa or bottling facility. The truth is water cures were big business, especially after the advent of the railroad. Some of them, such as Excelsior Springs, Mo. and Hot Springs, Ark. are still advertised today. Others, like Plattsburg, Mo. faded into obscurity when their springs mysteriously disappeared overnight.

MoDOT could have been in the water cure business, if only we didn’t have a road to complete.



Before



After

MoDOT Helping Others

by Holly Lea Murphy



Cameron Maintenance Superintendent Barry Arthur (right) accepts the American Red Cross Good Neighbor Award.

Sometimes we forget it can be the smallest of gestures that mean so much to other people. During the recent flooding in Northwest Missouri, MoDOT had its hands full just keeping roads open and barricading those we couldn’t. In the midst of all the madness that was going on, our phone rang. The American Red Cross was trying to pull together supplies to help those folks whose homes were being flooded, and they needed trash bags. What for, you might ask? First of all, they helped flood victims to evacuate, then they did their best to help them clean up once

the water went down. As extensive as the flooding was, that was not an easy job, and it involved removing a lot of wet, ruined material. We’re not telling anyone anything new. This is an old story in Missouri, with all of the rivers and streams we have, flooding is just one more issue. Our crews scrambled together to check our supplies and were able to identify 5,000 trash bags. They then delivered them to the Red Cross facility in St. Joseph.

On June 20, the American Red Cross presented MoDOT with the American Red Cross Good Neighbor Award. Barry Arthur, maintenance superintendent for the Cameron building, accepted this award on behalf of the department. “This year when the flood struck our area, MoDOT provided 5,000 trash bags to help families with the flood

clean up process. Families were very grateful for the generosity of Missouri Department of Transportation. We also appreciate MoDOT for teaching their workers First Aid and CPR. This effort saves lives each year.”

The award he received (pictured below) now hangs in a place of honor.



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D2

North Central

Reviving an Era Along Old Route 36

by Anthony Zuccarini

For nearly 75 years the old Rock Branch Service Station sitting along Route 36 at the entrance to New Cambria stood as a remembrance to days gone by. The old white building sitting along the south side of the highway next to the West Museum was a familiar sight for years to motorists traveling between Macon and St. Joseph.

In 2002 as MoDOT's highway expansion project created a four-lane highway through the area, the two buildings had to either be torn down or moved to a new location.

According to Joyce Foster, structural liaison engineer, several people from around the area wanted to purchase the Rock Branch Service Station, but only

Foster. "But only two gave us proposals and both of those fell through, so it looked like we had no option but to tear down the building."

Just when everyone thought the old service station would be nothing more than a memory in a scrapbook, a local resident stepped forward with a proposal to move the 75-year-old building to his property where he could renovate it to its former state.

Tony Levett is known around the area for his ability to take things and make them shine. Ever since he was young, Tony had an interest in cars and he could take one and work it to showroom perfection. This skill of breathing life back into cars also spilled over into buildings.

In May 2002, Tony and his wife, Tena, became the proud owners of the Rock Branch Service Station.

The old West Museum that the station had set next to for years was demolished, and once Tony had

the station on his property he began the tedious work of repairing the structure.

"I had to repair some of the siding and the whole roof needed to come off," Levett remembers. "The building had seven layers of shingles and I had to get

all those off so I could put a new roof on."

As he removed the old shingles, Tony went to work looking for replacement shingles, and not just any shingle would do.

"I wanted the same type shingles they would have used when it was built," he said. "When I couldn't find the same style, I realized I had a problem."



Toni Prawl - MoDOT

The way the station appears today ... bright enough to be seen from Route 36.

Instead of giving up and placing just any shingle on the structure, Tony bought a sheeting of shingles and using the old shingles for a template, he cut each piece out to match.

"It was a very long process," said Tony. "But I wanted the roof to be exact so it was worth it."

According to Kathy Hepworth, senior Right of Way specialist, MoDOT gave the Levett's just the amount of money it would have cost to demolish the building.

"It was the only money we were allowed to give," said Hepworth. "They had to refurbish it [the structure] to get anything."

Tony said that although the money MoDOT gave him for the demolition costs were helpful, the expense of refurbishing an old service station can be extremely costly.

"Fifteen years ago you could have found old gas pumps for \$12 a piece," he said.

"Today, you would be lucky to find one for under \$500."

Not only are replica gas pumps selling for more than \$500 a piece, the gas station collectible hobby has soared in the last few years.

Now that Tony has the gas station repainted and restored to its former glory, many motorists who pass have to stop and stare at a vision of the past.

"We've had people stop from all over," said Tony. "We had one guy from California not too long ago and just the other day someone from Tennessee. Some get out of the cars and walk down here and others just take a photo from the highway."

The Levett's aren't about to kick people off their property for visiting the old station.

"We don't mind," Tony added. "We just don't like when people try to drive down to it when it's muddy because they either end up stuck or they tear up the area."

Although the building is a historical sight, one of only eight historical buildings in Macon County, the road it now sits on is just as historic.

When Tony moved the structure behind his home, he had the perfect spot. The building now sits on the remnants of the Old U.S. Route 36 – a perfect setting for a now perfect building.



Rock Branch Station - The historic structure it seemed no one wanted, until Tony Levett took a look at it.

two went through the process to issue proposals to MoDOT for the building. Foster, who was the District 2 Project Manager at the time, remembers the project.

"We advertised the gas station and several people seemed interested," said

Even Dummies Need Safety Belts

by Tammy Wallace

The Missouri Coalition for Roadway Safety's North Central Region recently purchased a new set of dummies for Troop B of the Missouri State Highway Patrol. No, these aren't props to set in patrol cars in work zones to help slow down traffic, although that's not a bad idea. These dummies will be taking a spin in the patrol's rollover simulator.

Each year Sergeant Brent Bernhardt, public safety officer with Troop B, takes the simulator around the troop's area to various schools, organizations and other groups demonstrating what happens in a rollover accident when you are not wearing your safety belt.

Unfortunately for the poor dummies, Brent places them in the simulator,



Sgt. Bernhardt shows the new dummies.

which looks like the cab of a pickup, without any safety belts. When Brent turns the machine on, you can imagine what happens, the dummies whirl around inside and at times fly right out the opened window.

Brent's original dummies were old and worn, having been stitched up numerous times. It's no wonder with the treatment they get!

The coalition purchased the new dummies at a cost of \$1,700. This money is well spent considering how many people, from small children to older adults, see the demonstration each year.

If even a few of the folks who see the demonstration start wearing their safety belts as a result, it's well worth the time Brent devotes, and the money spent by the coalition.

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D3

Northeast



Florence Mundwiller-Kelly smiles big as she prepares to be driven across the new Bond Bridge on July 23 in a 1928 Model A Ford two-door sedan. Florence participated in the ribbon-cutting ceremony for the Hermann Bridge in 1930 when it was opened.

Rapid Response

With the increasing traffic in Lincoln County comes, among other things, highway ‘growing pains.’ So in light of the future transportation funding scenario, the Northeast District has implemented ‘elastic band aids’ to help reduce the incidence of crashes and increase safe driving habits.

Reducing the speed limit from 65 mph to 60 mph from Wentzville to just north of Troy would not have been an option except that all local law enforcement agencies and the Missouri State Highway Patrol agreed to provide additional and regular enforcement throughout this area. An already awarded construction contract to improve an intersection was redesigned to include additional turn lanes.

According to the MSHP, the majority

of tickets being issued, as well as the most significant contributor to crashes, are for failure to yield. Therefore, rumble strips were installed at several intersections to remind drivers to stop. Larger signs, illuminated signs and more signs have been and are being installed around these intersections as an additional warning.

A citizen’s advisory committee has been created to help MoDOT and its planning partners create a plan that will ultimately make Route 61 a freeway.



The NE District appreciates the cooperation of the St. Louis District and additional efforts by local and state law enforcement to support the new 60 mph speed limit in parts of St. Charles and Lincoln counties along Route 61.

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Two-timer Rides Across New Bridge in Style

Dedication Ceremony to be held in October

In 1930, when Florence Mundwiller Kelley was 10 years old, she lived in Hermann and was the mayor’s neighbor, so he asked if she would help him cut the ribbon to open the new bridge spanning the Missouri River. “I was so excited to be one of the first to cross this big bridge!” Florence recalls. More than 75 years later, Florence was the first member of the public to cross another new bridge spanning the Missouri. “This is just a wonderful time for the community, and I feel

honored to be part of it,” she said. The new Bond Bridge at Hermann is named for Senator Christopher S. Bond who secured \$13 million for the \$30 million project.

The new bridge opened with some historical fanfare on July 23, but the full completion of the project will not be until October. Local residents, including members of the Hermann Bridge Transportation Corporation, who worked closely with federal legislators, organized a ribbon cutting, allowing Florence the opportunity to once again open a new bridge.

A unique night ceremony is being planned to dedicate the bridge.

6 More Miles of the Avenue-DONE!



6 More Miles of the Avenue - DONE! This was the theme for the Aug. 20 celebration signifying the importance of the upcoming opening of more four-lane highway on Route 61 in northeast Missouri. A caravan of cars led by former Commissioner Tom Boland traveled the six miles of soon-to-be southbound Route 61 and “broke the banner” of the future southbound lanes. The caravan began at Mound Park in Clark County and ended in Canton where the ceremony was held. Immediately following the local dignitary comments, the local fire department held a cookout. The completion of the last section of the Avenue is scheduled for June 2008.

Kindness Demonstrates a MoDOT Value - Respect

“Oh, it was nothin’...any of us would’ve done the same thing,” said Kenny Hollocher, a maintenance superintendent who stopped along the roadside to help out a family. The *Bowling Green Times* newspaper published a Letter to the Editor written by the McCurry family who praised Kenny for taking time to get them help. Referring to him as a ‘guardian angel’ and sharing in the letter that they have the utmost respect for him, the McCurry’s were thankful he was there for them. “This is a wonderful demonstration of our value of respecting others, and I’m proud, but not surprised, that Kenny offered his assistance,” said NE District Engineer Paula Gough.



D4

Kansas City Area

Triangle's Untangling On Horizon

by Steve Porter

It doesn't take a street prophet with a sign to tell motorists in south Kansas City that "The End Is Near." They see signs of progress each day as they pass through 3-Trails Crossing Memorial Highway.

Late this fall, little more than six years after breaking ground, MoDOT will accomplish its goal of untangling the Triangle interchange.

By December, all remnants of the old interchange will be removed, replaced by new bridges and pavement designed to handle up to 400,000 vehicles per day.

At each step of the way, reconstructing the Interstate 435/Interstate 470/Route 71 interchange has improved traffic flow and safety in a historic crossroads that currently handles 250,000 vehicles daily. By late 2002, only 15 months into the project, MoDOT had changed one of the most troublesome movements through the interchange, the alignment of southbound to westbound I-435 and exits to southbound Route 71 and eastbound I-470. The eastbound/westbound I-435/I-470 movement was completed more than a year ago, and work continues this summer on the last major segment, Route 71.

In early July, the new eastbound I-435 to northbound Route 71 ramp opened,

improving the movement from the formerly tight 30-mile-per-hour design speed to 50 miles per hour. Also this summer, a wider Hickman Mills Drive opens adjacent to Route 71.

Work continues on replacing a segment of Route 71 from Blue Ridge Boulevard to north of Red Bridge Road. The stretch of highway is the oldest piece of the old Triangle interchange, originally constructed in 1962. The new, three-lane Route 71 will include ramp lanes to accommodate exit and entry at I-435 and I-470, as well as a two-lane collector ramp system outside the mainline lanes. The collector ramps currently are carrying northbound and southbound Route 71 on each side of the highway while construction crews remove the old highway, excavate to the new profile and realign the route to provide better sight distance and ramp geometry.

While the \$250 million project will be substantially complete by early December, work will continue into 2008. The lingering tasks include re-alignment of Longview Road, roundabouts at Longview's intersection with Hickman Mills Drive and two collector ramps, and a new bridge taking Longview over Route 71. That work is expected to be complete by summer 2008.



An aerial view of 3-Trails Crossing Memorial Highway last fall shows little left of the old Triangle interchange.

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Traffic from eastbound I-435 to northbound Route 71 moves quickly and smoothly on the ramp that opened July 9.

A Day at the Missouri State Fair

by Kerri Lewis

More than 12 volunteers from the District 4 office welcomed visitors to the Transportation Exhibit Center and Highway Gardens on Aug. 13 during the 2007 Missouri State Fair.

Guests were able to visit displays and learn about Adopt-A-Highway, Arrive

Alive, and work zone safety. District 4 employees offered giveaway items and answered questions, while kids participated in a scavenger hunt and Kid's Zone, a transportation activity-learning center.



Beth Wright (left), D4 District Engineer, shares the importance of proper seat belt usage.

From left to right: Tori Daily, Skipper Buckley and Sherita White welcome visitors and hand out giveaways.



Margie Mansager, Central Office, explains how the Adopt-A-Highway program works.

D5

Central

Hurricane Deck Bridge Gets Precautionary Inspection

by Holly Dentner

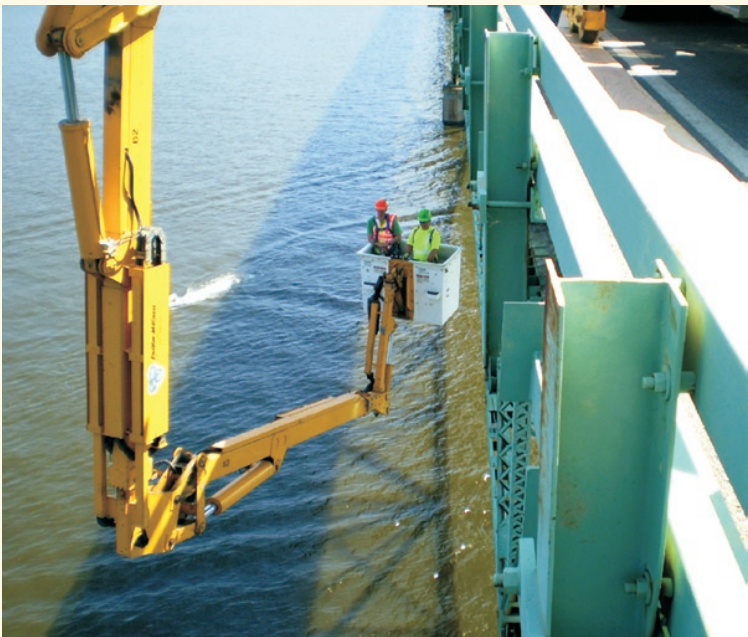
MoDOT wasted no time after the terrifying August 1 bridge collapse in Minneapolis, compiling data about similar Missouri bridges and sending crews out to conduct precautionary inspections. In District 5, most of the attention fell on the Hurricane Deck Bridge on Route 5 in Camden County. The Hurricane Deck Bridge was built in 1935 and had been inspected with no serious findings in October 2006. It also happens to be the Missouri bridge most similar to the one that collapsed, so it became the spotlight of local and regional media for several days after the tragedy.

“We started receiving media calls early the next morning,” said Eric Schroeter, assistant district engineer. “I had twelve interviews in one day.”

Central Office sent inspectors to the bridge that day for a preliminary inspection. A full inspection of the bridge took place on August 6 and 7. Media coverage continued during the inspection and reporters were on site to see the snooper truck at work.

“Most importantly, the full inspection showed the bridge to have no major structural concerns and it remains safe for motorists,” Schroeter said.

Inspections around the state continued through August and include one more District 5 bridge, in Miller County, scheduled for inspection on September 4. The bridge is located on Route 17 and crosses the Osage River. It’s approximately the same age as the Hurricane Deck Bridge and was last inspected in November 2006.



10 MoDOT bridge inspectors used the snooper truck to examine the Hurricane Deck Bridge on Aug. 7.

New Face in Customer Service



That new voice you might hear when you dial 888-ASK MODOT is the Central District’s newest customer service representative, Alicia Redes. She started on Aug. 1 and has customer service experience from positions at Embarq and Scholastic. In addition to answering district and central office phone calls, she will handle e-mailed customer requests, assist with walk-in customers and help with public events. Welcome to MoDOT, Alicia!

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Shared Four-Lane Planned for Route 5

MoDOT recently unveiled an innovative, cost-saving plan to improve safety and traffic flow on a section of Route 5 in Camden and Laclede counties.

MoDOT plans to turn 18 miles of Route 5 between Camdenton and Lebanon into a shared four-lane highway, which improves a conventional two-lane by adding alternating passing lanes. The

extra lanes give motorists a periodic opportunity to pass other vehicles without driving in the opposing lane.

While MoDOT has used a similar design in District 7, the shared four-lane on Route 5 will have unique striping to guide drivers through the passing lanes, a four-foot-wide median with rumble stripes, and left turn lanes at major

intersections. Construction will cost approximately \$44 million and is planned to begin in mid 2008 and be completed in late 2010.

Two public meetings were held in Camdenton and Lebanon in late July, where attendees could view maps, sample highway signs and a video simulation of what it would be like to drive the shared four-lane.



Senior Design Technician Allison Sandhaus and District Engineer Roger Schwartz show public meeting attendees what sections of Route 5 will be relocated.

Public Weighs In on Whitton Expressway Study

by Holly Dentner

Cole County residents got a chance to offer their thoughts on a new environmental study for the Rex Whitton Expressway in Jefferson City. The expressway, also known as U.S. Route 50/63, is heavily used by local, regional and long-distance travelers. It runs through the heart of Jefferson City and serves as the major access point for the State Capitol and downtown area.

MoDOT has partnered with Cole County and the city of Jefferson to complete an Environmental Impact Statement (EIS) for a portion of the expressway, from just east of the U.S. 54/U.S. 63 tri-level interchange to east of the East-



District Planning Manager Mike Dusenberg distributes materials to members of the Whitton Expressway Advisory Committee at a meeting on July 31.

land Drive interchange. The study area also extends to McCarty Street on the north and approximately Dunklin Street to the south. It will also examine connectivity to the planned redevelopment at the Missouri State Penitentiary site, which lies east of the State Capitol.



Morning traffic at the Whitton Expressway and Missouri Blvd. intersection in Jefferson City.

In spring 2006 MoDOT conducted a “problem definition” study to determine

what improvements the expressway area might need. The study concluded that traffic on the Whitton Expressway is expected to double by 2035 and that better access would help address downtown congestion. It also found that economic development at the penitentiary site would require improved access from the expressway.

The new EIS will identify a “footprint” – the area in which future improvements might be built – and a general idea of what improvements might be constructed. Actual construction would not begin until funding for both design and construction is identified and secured. A public meeting held Aug. 14 brought 56 people to view exhibits and contribute their ideas to help shape the study’s purpose and need. The EIS is in the early stages and MoDOT, Jefferson City and Cole County will continue developing those needs and identifying cultural resources. Preliminary alternatives are tentatively scheduled to be presented to the public in winter 2007.

D6

St. Louis Area

Blood Drive Honors Ken Hoierman's Memory

by Kara Price

The Missouri Department of Transportation and the American Red Cross teamed up to save lives by encouraging motorists to drive smart in work zones and donate blood at District 6's largest semi-annual blood drive.

This special event was dedicated in memory of MoDOT's former Motorist Assist Operator Ken Hoierman, who was killed a week after asking drivers to be careful in work zones (www.modot.org/newsroom).

Over 250 people, including district employees, local law enforcement, fire officials and the public showed their

about several key messages, including Driving Smart to Arrive Alive, wearing your seatbelt and making sure there is blood on the shelves in times of need," said MoDOT District 6 Engineer Ed Hassinger.

In 2006, 20 people were killed in work zones, including two MoDOT workers and two contractors. Since 2000, eight MoDOT employees have been killed in work zones. Despite MoDOT's efforts to make Missouri work zones safe, people are still killed and injured in work zones every year. According to Missouri statistics, most work zone



Motorist Assist operators and other employees remember Ken Hoierman by donating blood at District 6's largest blood drive.

support for Hoierman and work zone safety at the blood drive. Nearly 185 blood donations were collected, which could potentially save over 550 lives.

This is the first year that MoDOT's blood drive was open to the public in memory of an employee and to help teach people the importance of work zone safety.

"We hope the blood drive keeps Ken in our memory and reminds motorists

crashes are caused by inattention, excessive speed and following too closely.

Thank you to District 6 for all the support, and making this special blood drive a huge success!

For more information about work zone safety, please visit www.modot.mo.gov/workzones/index.htm. For more information about donating blood, visit www.americanredcrossblood.org.

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Wentzville Crew Wins No More Trash! Challenge

by Kara Price

District 6 senior management challenged its maintenance crews to increase litter pick-up efforts in the 2007 No More Trash! Bash, and they really stepped up to the task.

The district was recently recognized for picking up the most bags (8,269) by MoDOT crews. It was also acknowledged for the best media event that involved a litter pick up along Interstate 70 with elected officials, law enforcement and other partners interested in a litter-free Missouri. These maintenance buildings beat management's challenge with 11,767 trash bags collected – an 18 percent increase over last year.

Congratulations to the Wentzville mainte-

nance crews for picking up the most trash bags in District 6! As promised, district management cooked lunch for the winners, and Assistant District Engineer Tom Blair worked with the maintenance building for one day.

Around 72,000 bags of litter were collected statewide from our roadsides during April. Thanks to all District 6 maintenance buildings for stepping up to the challenge of making attractive roadsides in Missouri.



Bill Rau, Wentzville maintenance worker and Tom Blair, assistant district engineer unload the truck after sweeping along I-70.

Wentzville maintenance building wins the district No More Trash! Bash competition.

Hassinger Urges Participation in Winter Skills Rodeo

by Kara Price

Attention to all District 6 employees that participate in snow removal:

Our job during a winter storm is vitally important and motorists count on MoDOT to keep them safe. Therefore, I am pleased to announce that MoDOT will host a Winter Skills Rodeo competition this year to ensure that our employees have the knowledge and skills necessary to perform snow removal job tasks safely and efficiently.

One of MoDOT's biggest investments is keeping our state highways clear of snow and ice. The Rodeo is an essential training for over 500 District 6 employees who are required to plow snow, since it helps us make the most of that investment. Our experienced operators have extensive knowledge to share with new employees. This competition will give them an opportunity to show their skills and pass on tips to newer operators. All participants will receive the recognition they deserve and a chance to compete against other district winners at the statewide Rodeo in October to be the best in Missouri.

Employees will be trained for a variety of skills needed to operate a snowplow truck and loader. The Rodeo competi-



District 6 Engineer Ed Hassinger

tion involves a written exam, pre-trip inspection and driving competition. Our district Rodeo will take place at the St. Charles maintenance lot starting Tuesday, Sept. 11. MoDOT will provide lunch at 11 a.m. for all morning and afternoon competitors while District 6 management discuss operational goals for the year.

I strongly encourage you to put your best effort into the Winter Skills Rodeo. I want this training program to give you an incentive to excel at your important job of keeping Missouri's highways safe and clear throughout the winter. I look forward to participating in this competition with you.

Sincerely,

D7

Southwest

Route 71 Opens to Traffic

Four lanes from Kansas City to Arkansas

by Wendy Brunner-Lewis



The first vehicles on the new stretch of Route 71 are escorted by local police.

It finally happened. Decades after rumors began circulating that a new four-lane highway would be built from south of Joplin to the Arkansas atate line, the last segment of Route 71 in McDonald County is finally open. As of Aug. 15, it's now a four-lane highway from Kansas City to the Arkansas state line.

"I know it sounds crazy to call a road beautiful," said Community Relations Manager Lori Marble, "but it really is beautiful. There's just no other way to describe it."

Motorists feel as if they are driving through can-



The limestone bluffs stand sentinel over the deserted highway minutes before traffic was released to travel on it.

yons on the new 5.5-mile stretch south of Pineville. Some of the cuts in the limestone making up the canyons are up to 100 feet.

The road opened at 10:15 a.m. without a hitch. Five minutes later traffic was

flowing so smoothly you would have thought the road had been open forever.

"This just went perfectly," Resident Engineer Steve Campbell said of the opening. "This couldn't have gone any better."



Resident Engineer Steve Campbell is interviewed by a Joplin television station.

Stockton Employees Treated to Lunch

Stockton maintenance employees Russell Hogan, Robin Wright, Dale Daniels, Doug Haines and Rick Barnes were treated to lunch in August as a reward for picking up 226 bags of trash during April's "No MOre Trash! Bash."

Also attending were Tim Jackson, Central Office Maintenance Liaison

Engineer, District 7 Adopt-A-Highway Coordinator Vicky Luciano, Maintenance Superintendent Don Boultinghouse, Area Engineer Mike Rinehart, Assistant District Engineer Dan Salisbury and Senior Financial Services Specialist Todd Tyler, representing the D7 management team.



Left to right, Tim Jackson, Mike Rinehart, Don Boultinghouse, Russell Hogan and Robin Wright enjoy lunch.

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Internships Benefit Students, MoDOT

by Lori Marble

Remembering how it was to be students, a group of leaders from MoDOT's southwest district treated their summer interns to lunch in August.

"You want to feel useful," said Resident Engineer Teri Smith, Nevada construction office. "They've shown a lot of initiative – we've had lots of things going on. I haven't had to babysit or hold anyone's hand."

Smith benefited from the youth and enthusiasm of two Nevada natives, both studying engineering at the University of Missouri-Rolla. Taylor Hall, a sophomore, and Adam Gullett, a junior, describe their summer working at MoDOT as a good experience.

"I've been putting my school to use," said Hall. "It's nice to be able to apply the lessons learned instead of going to class all the time."

"I was one of those kids who was always a little boy with the big equipment truck toys...moving piles of dirt."

Gullett remarked, "It's good to know that what you learn in class does count. I'm a lot more comfortable with my career choice after my internships."

The Neosho construction office also quickly utilized their summer intern.

"Summer is our busiest time, and this summer with the 71 project wrapping up, we've been especially short-handed," Resident Engineer Steve Campbell said. "I've been able to put Rick on projects where he's been able to really get involved."

Rick is Rick Brosser, a senior with one semester left at Arkansas State University in Jonesboro. This was Brosser's third semester as an intern.



Left to right, Teri Smith, Adam Gullett, Rick Brosser and Steve Campbell share internship stories over lunch.

D8

Springfield Area



D8 at Work

Explaining a plan for a 'Shared Four-Lane' project on Route 5 between Lebanon and Camdenton (top photo) is Transportation Project Designer Mark Mais, left, at a public meeting in Lebanon.

Patching Route 160 in Ash Grove (top right) from the Republic shop are, from left, Maintenance Worker Keith Chandler, Senior Maintenance Worker Marilyn Herndon, Regional Maintenance Supervisor Bret Hicks and Senior Maintenance Workers Lyndell Greer and Michael Douty.

Risk Management Technician Janice Brite (bottom right) works MoDOT's booth at the Ozark Empire Fair in Springfield. The district gave out 8,400 highway maps during the fair's 10-day run.



Bob Edwards



Bob Edwards

60/65 Girder Repair

Westbound lanes of Route 60 at Route 65 in Springfield were closed Friday night, Aug. 3, to 2 a.m. Monday, Aug. 6, to repair seven damaged steel girders on the two Route 65 bridges over Route 60.

Senior Bridge Maintenance Worker Donald Reynolds (top), using a grinder, is among about 30 state bridge crew workers who completed the repairs.

Adjusting signal timing on the northbound Route 65 off-ramp at Battlefield Road (bottom left) is Senior Signal and Lighting Electrician Pat Turner.

Repairing a message board at Route 65 and Battlefield Road as part of the traffic control operation (bottom right) are, from left, Springfield Area Maintenance Superintendent Ed Dishman, District Bridge Engineer Darin Hamelink, Sunshine Maintenance Supervisor Matt Ilgenfritz and Springfield Maintenance Crew Leader Juanita Goins.

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District 8 Helps on Three Stages of Pro Bicycle Race

by Bob Edwards

Three of the six stages of the Tour of Missouri professional bicycle race in mid-September will involve District 8, and district leaders have helped organizers find safe, appropriate routes that will also showcase Missouri's beauty and demonstrate its hospitality.

At the same time, the district is striving to keep traffic disruptions during the race minimal and seeing that the rest of the highways' users are kept informed of traffic stops and slowdowns.

"Everything is coming together well," said Traffic Engineer Joe Rickman.

Rickman has worked closely with Medalist Sports, the company putting on the race, and the local volunteer committees promoting the race in Springfield, Branson and Lebanon. So has Transportation Planning Specialist Dawne Gardner and others in District 8, including Community Relations staffers.

"We have communicated that emergency vehicles will take priority over the race," Gardner said. It's one of many safety measures taken into account.

The race starts with Stage 1 in Kansas City and winds up with Stage 5 from Jefferson City to St. Charles and Stage 6 in St. Louis.

Tour of Missouri in District 8

Stage 2: Wednesday, Sept. 12 – 125-mile ride from Clinton to Springfield. Cyclists will use Route 13 over Truman Lake and roads to the west, including a jog through Stockton and Willard and into Springfield on Route EE.

Stage 3: Thursday, Sept. 13 – 18-mile time trial in Branson. The circuit starts at Branson Landing and finishes at Shepherd of the Hills on Route 76. It involves blocking a continuous merge lane on Route 65 between Route 248 and Branson Hills Parkway and closing the northbound lanes of Route 465.

Stage 4: Friday, Sept. 14 – 133-mile ride starts at the Cowan Civic Center in Lebanon and runs north along Route 5 through the city and follows Laclede County Route BB and various other routes to Columbia.

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D9

South Central

Route 63 Work Successfully Performed at Night

Most of us have found walking through a dark room at night is a totally different experience than during the day. So is performing roadwork. While performing routine maintenance at night is not all that common in District 9, the Rolla Maintenance Crew, with assistance from the St. James Concrete Crew, recently proved their skill is just as keen in the off hours.

In late July, it was determined asphalt pavement repairs were needed on busy Route 63 through Rolla. From near the University of Missouri – Rolla to north of Interstate 44, several spots had to be milled and filled.

The best option was to perform the work at night while fewer cars were on the road. For two nights, crew work-

ers worked in the dark behind traffic control to correct pavement issues.

The challenges the workers faced included making sure the black pavement surface was smooth without the benefit of daylight. “It can be tricky making sure the pavement is smooth when you are looking at black pavement in dark conditions,” said Rolla Maintenance Supervisor Pat Neuman.

Drivers were courteous during the work. However, as any employee who works on the road knows, their presence presented another challenge. Generally not used to coming up on a work zone at night, their curiosity could have easily served to distract them. Despite this possibility, the crew managed to complete the work within the allotted time without incident.



Crew members at work on Route 63, Rolla the night of July 24.

Prevention is the Key to District 9 Bridge Maintenance

Best value for every dollar spent is a tangible result the bridge maintenance crews in District 9 take very seriously. The members of the two crews are responsible for more than 440 bridges in 13 counties and have come to appreciate what preventive maintenance can mean to simplifying their challenge.

According to Maintenance Superintendent Dan Sherbo, a proactive approach to maintaining bridges has a big return attached to it. “By identifying and addressing bridge maintenance issues ahead of roadway maintenance, things tie together neatly,” he explained. “We work to avoid situations where a section of road has been chip sealed or overlaid and the bridges within that section still need attention.”

The main goal for the St. James and Willow Springs Bridge Maintenance Crews is keeping water out of the bridge deck and making sure proper

drainage occurs. They go about this in several ways.

District 9 maintenance crews are diligent in flushing the bridges of debris. This allows the drains to operate properly and prevents water from reaching the steel inside the deck. On bare or concrete decks, a product known as InDeck is applied on a four-year cycle.

“InDeck helps keep a bridge deck in good condition by sealing cracks, which prevents water from penetrating the deck,” Sherbo said. “Cracks resulting from age, stress, weather, traffic or even jack-hammering during deck repairs can be addressed with this treatment.

Once multiple deck repairs have been performed, the next step is to apply a heavier seal such as a chip and seal. This step can be delayed due to the advantages related to applying InDeck.

Epoxy coated steel also plays a role in delaying this step.

“InDeck also provides a good foundation for when it comes time to chip and seal,” Sherbo said.

InDeck is applied to the entire deck surface after deck repairs are complete. The oil used in a chip and seal treatment is applied to the entire deck while the chips are applied within the travel lane area. Sherbo said this aids in maintaining good drainage.

“By doing it this way, water and the calcium chloride applied during winter storm events is more likely to drain off the bridge deck as opposed to becoming trapped among chips, causing damage,” he explained.

In District 9, eight to 10 years of life are expected from chip and seal surfaces applied to bridges. The bridge maintenance crews then move in to

remove the seal, perform any necessary deck repairs and apply InDeck. The area maintenance crew follows up with a new chip and seal. By addressing these at an early stage, more severe damage may be prevented.

While most typically think cold weather is pavement’s worst enemy, heat also can cause issues. “When the pavement dries out, it shrinks,” Sherbo said. “This causes cracking just as easily as cold conditions. When water gets involved, the damage spreads rapidly.”

Sherbo said the ultimate goal is to avoid having to lay a jackhammer to a bridge. “Both the St. James and Willow Springs Concrete Crews believe in this philosophy of preventive work,” he said. “They do their best to get ahead of the game. They are a very dedicated group of employees and I could not be luckier.”



The St. James Bridge Maintenance crew applies InDeck to a bridge over Interstate 44.

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D10

Southeast

Innovative Strategy Used on Route 67 Projects

by Tonya Wells

To add lanes to Route 67, much has been done before the first construction contract ever gets under way. In addition to surveying, deciding where to build the lanes, getting the necessary permits, and designing a safe roadway, there's also purchasing the needed land and removing anything on it.

With a 50-mile improvement area, there aren't that many clear spots along Route 67. The roadway is lined with trees, homes, businesses, utilities like power lines, and rock. MoDOT's project team had two big challenges before it: money and time.

"We don't have unlimited funding to make these improvements," said Transportation Project Designer David Wyman. "We have a portion of money in our construction program and money from partners such as the Route 67 Corporation. We're working to make the best and most needed improvements with what money is available."

MoDOT had also committed to having the improvements completed by 2012. With an already tight deadline, the project team knew it would have to take steps to ensure the projects keep progressing and the best bids for each are received. So, what's a team to do?

"Giving contractors a work area clear of trees, buildings and utilities helps get the best bids and expedite the grading

and paving work," said Transportation Project Designer Jason Williams.

The answer was to award clearing and demolition contracts prior to the grading and paving work. That's not really anything new for MoDOT, but according to the team awarding those contracts before all the right of way was purchased is new.

"It isn't the usual way of doing things, but with the cooperation of our Design, Environmental and Cultural, Right of Way, Construction and Maintenance departments, we've found a way to make it work with two clearing contracts already awarded," Williams said.

The idea is that contractors can begin work on each portion of land once MoDOT's Right of Way department and property owners come to an agreement. Instead of waiting for many miles of land to be purchased and a contract awarded, the contractor has already been awarded a contract and can get the work done as soon as the land is bought.

"It is imperative that utilities are relocated and structures demolished in a timely manner to keep construction on track," said MoDOT Construction Engineer Lynelle Luther. "These contracts have enabled us to offer a clean work area before a construction contract is ever awarded, thus bringing in lower bids and saving time."



Clearing work is in progress along Route 67 in District 10. Offering a clean work area before a construction contract is ever awarded allows for lower bids and helps save time in the process.

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Koenig Receives MVP and 'Eleven Foot Pole' Award



John Koenig, regional counsel, (right) recently received the 2006 MVP Award and the "Eleven Foot Pole" Award from the Chief Counsel's Office. This is the second time that Koenig has received the MVP award – he also received the award in 2004. The "Eleven Foot Pole" Award is presented to attorneys that handle cases that "no one else would touch with a ten foot pole," hence the eleven foot length of the award. Koenig received this award for a series of flooding cases in Carroll County in District 2. Assisting Koenig is Cindy Ressel, executive assistant.

Safety Messages Given During Summer School



District 10 recently held five summer school events, reaching over 1,100 students with buckle-up and work zone safety messages.

Saving Lives is in Our Blood District 10 Blood Drive

The Southeast District held their summer blood drive on July 23 at the district office in Sikeston. Due to D10 employees, the American Red Cross was able to collect 30 productive units from the drive. Thirty-four people attempted to donate, with three being first-time donors. Brad Cecile, senior maintenance worker, (at right) was one of the D10 employees that donated during the blood drive.



Recent Retiree in D10



Tom Hinson retired Aug. 1 after 35 years with MoDOT. Hinson was a regional maintenance superintendent.

Connections

The mission of *Connections* is to be a monthly source of Missouri Department of Transportation news and feature articles that connect employees statewide. It is distributed to MoDOT employees and retirees.

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Teen Teams Train for Traffic Safety

by Sandy Hentges

Motivation. Leadership Skills. Information.

Those are the three elements students get and take back to their own high school peers after participating in the annual Team Spirit Leadership Training conference. Team Spirit, a statewide program sponsored by MoDOT's Highway Safety Division, challenges students to explore knowledge, attitudes and behaviors related to driving habits among their peers.

This summer, high school students from around the state were in Cape Girardeau on July 22-24 and Jefferson City on July 26-28 for the annual conference where they spent three days making friends, building teams, attending workshops, sharing meals and playing games. One of the team building activities required students to build a life size replica of a whale.



Students participated in fun and games at the Team Spirit Leadership Training Conferences before they got down to the serious business of creating traffic safety action plans.

The Team Spirit youth also created an action plan they can implement in their school and their community that will address traffic safety issues.

Think First, the Missouri State Highway Patrol, St. John's Mercy Hospital, the University of Alaska – Fairbanks and

the Cape Girardeau Police Department were among the featured presenters who helped students determine what they can do in their own communities to save lives.

“It's such a great chance for these kids to learn from the people who are on the front line at the scene of traffic crashes and in hospitals, and from the families of victims as well, said Adrian Hendricks, II, MoDOT's youth program specialist.

“They learn how to prevent tragedy.”

Teams of students and advisors from the following high schools attended one of the conferences: Camdenton, Chaffee, Iberia, Jasper, Joplin, Kennett, Lincoln, Lutie, Marion County, Notre Dame (Cape Girardeau), Park Hills Central, Sarcoxie, St. Elizabeth, St. Vincent's (Perryville), Ste. Genevieve, Sikeston, Southland (Cardwell), Valle (Ste. Genevieve), Warrenton and Woodland (Marble Hill).

“My girls were so excited and almost hated to leave,” said Marcia Fohey, Marion County High School. “We got a lot of great ideas, met some fantastic people and left knowing that we would do what we can to make a difference.”

For more information, visit www.showmeteamspirit.com.

Transportation Funding Is Focus of Legislative Hearing

by Sally Oxenhandler

Taxes, tolling and other transportation funding options were laid on the table at a July 31 hearing of the Joint Committee on Transportation Oversight. The event, held in Jefferson City, drew more than 300 people who came to hear federal, state and industry leaders share their views on how to fund future transportation programs in Missouri.

MoDOT Director Pete Rahn told the crowd that a “perfect storm” is brewing in Missouri that would cause funding for transportation to fall off a cliff in 2010. Stagnant state funding, lagging federal revenue and a decrease in purchasing power because of increasing construction, maintenance and fuel costs were the three elements he cited.

“Across the board, we have seen the purchasing power of the dollars we receive continue to shrink, and yet our needs are not shrinking,” said Rahn. “So the perfect storm that comes together for Missouri in 2010 is one of potentially cataclysmic results.”

Ken Simonson, the chief economist for Associated General Contractors, shared his economic outlook for construction and materials. The bottom line? “Continuing investment in the infrastructure is a necessity if Missouri is going to grow as an economy and keep pace with the rest of the U.S. economy,” Simonson said.

Most of the speakers stressed the need for new revenue streams, rather than solely relying on funding mechanisms that only redirect funds or delay



Director Rahn addresses the Joint Committee on Transportation Oversight.

payments. All agreed a successful plan would likely involve a combination of revenue sources. Most importantly, they warned against seeing the future funding dilemma as too overwhelming and doing nothing.

“Roads aren't free,” reminded Texas Rep. Mike Krusee, chairman of Texas's House Transportation Committee. He said the public needs to see a direct connection between what they're paying for and what they're getting.

While the event drew no firm conclusions, it did generate a healthy discussion about future funding sources, said Rahn.

“This summit is part of the process to educate opinion leaders about Missouri's funding situation,” he said.

Added Rep. Neal St. Onge, the joint committee's co-chair: “The ultimate goal we have is to come together with a solution that we can put before the people that will benefit all of Missouri.”